IN THE CLAIMS

1. (cancelled).

2. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 1**~~ **claim 13**, wherein the wheel support is integral with ~~**said swing arm**~~ **each respective swinging arm**.

3. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 1**~~ **claim 13**, wherein **each swinging arm** ~~**the wheel support**~~ includes a housing **which encircles the respective drive shaft and extends** ~~**extending directly**~~ towards the gearbox.

4. (cancelled).

5. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 4**~~ **claim 13, wherein each swinging arm is guided on the chassis by** ~~**further comprising**~~ a guide mounted on the chassis **and** a slide mounted on the ~~**swing arm**~~ **swinging arm**, said slide being slidably mounted in the guide **to constrain** ~~**, and constraining**~~ lateral movement of said ~~**swing arm**~~ **swinging arm**.

6. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to claim 5, wherein said guide is located **longitudinally** ~~**in the area**~~ between the pivot **axis** ~~**mounting point**~~ of the ~~**swing arms**~~ **swinging arm** on the chassis and the **drive** ~~**wheel**~~ shaft.

7. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to claim 5, wherein said guide is located **on the opposite site of the drive shaft from the swinging arm pivot axis.** ~~**behind the wheel shaft in the longitudinal direction of the vehicle.**~~

8. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 4**~~ **claim 13**, wherein **each swinging arm** ~~**the wheel support**~~ is guided against lateral movement by a transverse swinging arm **mounted on the chassis**.

9. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 1**~~ **claim 13**, wherein said wheel final drive includes a reduction gear.

10. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 1**~~ **claim 3**, including a wheel brake comprising a brake disc and a brake saddle mounted in the **swinging arm housing which extends towards the gearbox** ~~**wheel support**~~ and wherein the brake saddle is pivotable between active and inactive positions, the **housing** ~~**wheel support**~~ including a shutter covering an opening in the wall of said **housing** ~~**wheel support,**~~ and ~~**wherein**~~ the brake **being** [[is]] accessible through said shutter.

11. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to claim 10, wherein the opening is substantially aligned with said brake saddle, and **wherein,** when said shutter is ~~**open**~~ **opened** the brake saddle passes through said opening to its inactive position.

12. (currently amended) **The arrangement** ~~**Vehicle suspension**~~ according to ~~**claim 1**~~ **claim 13**, wherein **a reduction gear for each wheel** ~~**said wheel final drive**~~ is mounted in **the chassis.** ~~**said wheel mount.**~~

13. (new) A vehicle driveline and suspension arrangement comprising a hollow chassis which extends longitudinally relative to the vehicle and which contains a driveline for transmitting power to a pair of wheels suspended from the chassis, each wheel being mounted on a swinging arm which is pivoted at one end on the chassis and which extends longitudinally relative to the chassis, the other end of each swinging arm carrying a wheel support and final drive for the respective wheel, a respective resilient suspension member connected at one end to the chassis and at the other end to each respective swinging arm, a drive shaft extending transversely between each final drive and a gearbox which forms part of the driveline within the chassis, each drive shaft being connected with its respective final drive and the gearbox via respective flexible couplings and each drive shaft comprising a pair of shaft halves which are slidable with respect to each other, each drive shaft being enclosed substantially along its entire

length and each swinging arm being guided on the chassis against lateral movement relative to the chassis during pivoting.